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# Hongkong Daily Press.

ESTABLISHED 1857.

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IN STONE BOTTLES  
IS BREWED IN THE COLONY  
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This World-renowned  
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9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 30 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 2.45 p.m.	Every 30 minutes.
2.45 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 30 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 30 minutes.
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5.00 p.m. to 5.30 p.m.	Every 30 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 30 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.

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8.30 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 30 minutes.
11.30 p.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 30 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 30 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 30 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 30 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 30 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 30 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
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**PORTLAND CEMENT.**  
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RAFFES of different sizes, prices: from  
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Hongkong, 18th September, 1902.

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ROAD CENTRAL, Hongkong.  
Hongkong, 22nd April, 1902.

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ESTABLISHED IN LONDON IN 1815.  
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Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

<b>SUPERB OLD COGNAC,</b> \$23.75 PER DOZ. Distinguished by Four Stars on the label.	<b>C.P. &amp; Co.'s INVALIDS' PORT</b> \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
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**SCOTCH WHISKIES.**  
LANE, CRAWFORD & CO. have been appointed SOLE AGENTS for G. R. MACKENZIE'S FAMOUS SCOTCH WHISKIES.  
"It is a thoroughly matured distillation from the finest grain, blended under peculiarly favourable circumstances and so matured that no portion of it ever goes out for sale until it is fully seven years old. There is the secret of its mellow and seductive influence."  
IT IS INCOMPARABLE!  
REAL MACKENZIE, per Case of 1 Dozen ... \$21.50.  
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THE AQUARIUS COMPANY'S TABLE WATERS ARE ALL  
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FURNITURE STORE,  
Established over 20 Years.  
IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plate, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.  
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Right opposite Robinson Piano Co.  
Hongkong, 20th November, 1901.

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ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.  
A First-class Hotel with thirty-five very Bedrooms.  
Board and Residence:—  
By the day ... From \$5 to \$7.00  
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Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
H. BUTTONJEE, Proprietor.  
Hongkong, 25th November, 1901.

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(ESTABLISHED 1857)  
148, QUEEN'S ROAD CENTRAL, HONGKONG.  
THIS Hotel was re-built in 1902, under the most improved sanitary principles.  
CHARGES VERY MODERATE.  
Hongkong, 2nd September, 1902.

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EVERY FACILITY  
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**THE STANDARD LIFE ASSURANCE COMPANY.**  
ONE of the largest and wealthiest of the Provident Institutions of the United Kingdom. Terms of application and all information will be promptly afforded on application to  
**DODWELL & CO., Ltd., Agents.**  
Hongkong, 12th February, 1901. [7-1797]

**HONGKONG HOTEL**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGE MODERATE.

**THE PEAK HOTEL.**  
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUDDELL STREET.  
**HOTEL CRAIGIEBURN.**  
PLUNKET'S GAP, The PEAK, near the Tram Terminus.  
Tel. 86.  
For Terms, apply to the MANAGER.  
Hongkong, 2nd July, 1900.

**THE CONNAUGHT HOTEL**  
A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent, under Experienced Management.  
Terms Moderate.  
For Terms, apply to the MANAGER.  
Hongkong, 25th May, 1902.

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH CHINA)  
MACAO  
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of a few days' rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (ss. *Huonghien*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to THE MANAGER.  
a3167

**HING KEE HOTEL.**  
(ESTABLISHED 1878)  
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THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
L. HING KEE, Proprietor  
Telegraphic address "HROKKEE" [a349]

**VICTORIA HOTEL,**  
SHAMEN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901.



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LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

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ST. ESTEPHE	\$7.20	\$7.80
ST. JULIEN	9.00	9.60
LA ROSE	12.00	13.20
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BRION LARIVET	18.00	19.20
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D'ARMAILHACQ	21.00	22.80
CHATEAU PONTET		
CARNET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor sent for publication, but no evidence of good faith. Letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C. 5th Ed. Luber's P.O. Box, 33. Telephone No. 12.

## DEATH.

On the 17th September, at the Peak Hotel, MARJORIE, elder daughter of H. S. VAUGHAN, aged 7 years and 1 month. The funeral will pass the Monument at 1 p.m. to-day. [249]

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 18th September, 1902.

It is now nearly nine months since a vote was taken in the Legislative Council for the erection of the new Clock Tower at the head of Blake Pier and tenders invited for the erection of the edifice. This was before His Excellency the Governor left for England, and no doubt he expected to see the work well on its way toward completion on his return to the Colony. Sir HENRY BLAKE may not improbably want to know why nothing has been done during this long period, after all the preliminaries for getting it started had been successfully accomplished. It is, we know, characteristic of Governments to take no note of time, even by its flight: there is always a to-morrow, and *festina lente* is a safe motto. When, however, all the difficulties in the way of a work or improvement have been cleared away it is natural to expect that some progress will be made, even though that progress be very slow. Our Public Works Department, however, scarcely seems to move at all, so tortoise-like in its progress. The new Law Courts, the piling for the foundations of which was commenced nearly two years ago, do not even yet show a stone above ground, the piling being still incomplete. It matters nothing that the existing buildings in which the Supreme Court is lodged are miserably inadequate for the purpose, and some of the offices far from sanitary; the Public Works Department cannot be made to quicken its snail's pace, and it will be matter for serious wonderment if the Law Courts are completed and ready for occupation before the end of the first decade of this century. The

site for the new Post Office has been acquired, and a handsome price agreed for it, but it may be doubted whether the plans for the building have been prepared or even thought of. Yet it cannot be said that this building is not wanted, or even that there is no hurry for it. Many years ago the necessity for better accommodation was insisted upon by the Press and the public, and successive Postmasters-General have appealed pathetically to the Government for proper accommodation, so that the work of the office might be carried on efficiently. The Chamber of Commerce has also taken up the question on more than one occasion and forcibly represented the scandalous manner in which this important Department has been housed. From time to time, urged thereto by these representations, the Government has adopted makeshift expedients to remedy matters pending the provision of a new Post Office, and has declared its provision a first and early necessity. Will the Public Works Department be permitted to postpone the erection of this urgently needed building to the Greek Kalends?

Why, we venture to ask, does the Government tolerate this trifling, permit these intolerable delays in the construction of the public works when once they are decided upon? Sir HENRY BLAKE, when opening the Blake Pier to public traffic, expressed his sense of the necessity for some sort of shelter for passengers using that, the chief landing-place in the Colony, and we believe it was His Excellency's suggestion that provision should be made for this in the basement of the Clock Tower it was intended to erect at the head of the wharf. The Governor, like several of his predecessors, has also recognised the uselessness of the present Clock Tower, and that on its present site it is an obstruction to traffic. It was most certainly his intention when he left for England that the new Clock Tower should be built without delay in order to provide protection from sun and rain to passengers using the Blake Pier, and that the old tower should be removed to admit of a free circulation of air in Queen's Road and to abolish a serious obstruction to traffic between that thoroughfare and Pedder's Street. We trust that His Excellency will lose no time in ascertaining the causes of the delay in prosecuting this work, and putting them aside unless of a most serious and insurmountable description. It is possible that the Department is overworked—indeed we feel pretty confident that this is the fact; but admitting this to be case, it is absolutely no excuse for the failure to get on with necessary public works. If the Public Works Department is undermanned—and there can be little doubt that it is so—additional engineers and architects should be engaged on three or five year terms to carry out these special works, such as the Law Courts, Post Office, and Clock Tower. There would be no difficulty in finding the men, and there need be none about the cost. Engineers are not by any means scarce in Great Britain, and the loss sustained by allowing large sites to lie idle will soon far exceed the amount of their salaries. The waste of public money by this cause involved in the clearing of a large site for the Government Central School (now known as Queen's College) and keeping it idle for some ten years before the erection of the building was a scandal that should never again be repeated. When a building is once decided upon the site should be prepared and the structure erected with the same business-like decision and promptitude shown by a private investor in property. His Excellency the Governor will, we trust, signalise the closing years of his administration by a vigorous endeavour to provide the Colony with the important Public Works above referred to, and will be able to point to them in an advanced stage of erection when the time comes for him to bid farewell to Hongkong. We cannot doubt that Sir HENRY BLAKE takes a lively interest in the erection of these much needed buildings, but there is always a tendency to *laissez faire* among the officials unless they are stirred into activity either by the Head of the Executive or by indignant and aroused public opinion.

There seems to be a certain amount of misunderstanding as to the date of the meeting of shareholders of the Hongkong and Whampoa Dock. We learn, however, on very good authority that the 8th December next will be the day appointed.

Lady Blake's "At Home" at Government House yesterday was favoured with lovely weather and was attended by a very large number of guests. The music of a band playing in the grounds was much enjoyed. The reception lasted from 4.30 to 6.30 p.m.

Four cases, implicating six persons, are down for hearing at the Criminal Sessions to-day beginning at 10 a.m. These are as follows:—(1) Wing Hoi, unlawfully escaping out of prison; (2) Luk So, U Chai, and Kong Kwai, robbery with violence; (3) Lam Fai Nam, three counts of forgery; (4) Sam P. Levy, uttering a forged bank-note and having forged bank-notes in his possession.

The U. S. transport *Tris* arrived yesterday from Cavite, P. I.

The French and English mails of the 11th and 16th ult. were delivered in London on the 15th inst.

Rinderpest has broken out in certain villages in the New Territory. The matter will be dealt with at the meeting to-day of the Sanitary Board.

The winner of the King's Prize at Bisley, who had served in the war, was asked by Lord Roberts whether his excellent shooting had not stood him in good stead in South Africa. "I never saw a Boer all the time I was there," he replied.

Dengue fever has been very prevalent in Macao, though in a mild form as a rule. Among the sufferers, writes a correspondent, have been Dr. Gomez, Mr. Moorhead, Assistant Commissioner, and Mrs. Moorhouse, wife of the Commissioner of Customs.

The body of an unknown male Chinese apparently about 40 years of age, was found on Tuesday night in the nullah at Hill Road, West Point. The base of the skull was fractured, and from all the circumstances the police are of opinion that the deceased was sitting on the edge of the nullah and accidentally slipped over.

The Acting Governor of Macao, we learn from that port, is likely to visit Hongkong on the 24th inst. for the purpose of discussing certain affairs with H. E. Sir Henry Blake. What these affairs are, our informant does not say. It may be conjectured that the subject of the censorship of the Press at Macao will at least be mentioned.

The death is announced of M. Basily, who was for many years chief of the Asiatic Department in the Russian Foreign Office, and who after the Hague Conference became Count Lamedorff's most important assistant. It was to M. Basily that the Russian Government owed the original suggestion of the Hague Conference, at whose sittings M. Basily was subsequently privileged to assist.

The *Pinnag Gazette* is informed that the contract for the Forak General Farm for the years 1903-5 has been given to the Selangor millionaire Towkay Loke Yew without calling for tenders in the usual way. It is, says a correspondent, a concession on the part of the Federated Malay States Government which the recipient is fully deserving of for many reasons, one of which is that there is perhaps no other man who has done so much to develop the mining industry in the States of Selangor, Negri Sembilan, and Pahang as Towkay Loke Yew, who, it may be added, has lately been to Kelantan on some railway project which he has in view.

An exceptionally large seizure of opium was made in Bangkok on the 4th inst. by Mr. H. G. Lamberton, of the Customs department. The opium was concealed in tins which pretended to contain preserved pineapples. The haul was made on the steamship *Neun Tung*, and it seems that the nature of the tins was discovered by the command of the vessel, Captain Schmitt, in the most casual way. One of the tins fell on the deck and was broken, with the result that the opium was scattered around. A search was then made and it was found that while the upper tier of tins contained pineapples the under row was full of opium. The value of the smuggled goods was 3,600 taels, or \$12,960. Captain Schmitt received a reward of Tels. 4,000.

At Halifax (N. S.), last month, Mr. J. I. Taylor, Canadian Minister of Public Works, in a speech before the Canadian Manufacturers' Association, declared that Canadians must no longer see their market slaughtered by American manufacturers and the great trade of the continent carried through American channels. The remedy he proposed was the improvement of the Canadian waterways and a higher tariff. "We must," he said, "transport from West to East through Canadian channels. The country must be united by cheaper transportation and a strong Canadian tariff. The shortest route to the seaboard is destined to be the great carrying highway, not only of the Canadian wheat fields but of the whole American continent. We have a route from Georgian Bay to Liverpool 300 miles shorter than via New York. The Canadian Pacific Railroad and the Grand Trunk must work together to carry that trade via Canadian routes." The Minister stated that Canada would soon have a fast Atlantic line, and declared that Halifax in winter and Quebec in summer were the natural terminals.

A decision by Mr. Kemp at the Magistrate's yesterday in the case of the Indian soldiers who plundered some fruit trees in the grounds of a bungalow in Kowloon seems rather extraordinary. Though the Indians had to get over a hedge surrounding the grounds, the Magistrate decided that they did not know they were trespassing and therefore let them off. This recalls a story of a curious decision at home. Mr. Justice Bowen was trying a case of burglary with a Welsh jury, and it was urged for the defence that the prisoner was in the habit of walking on the house-tops at midnight, and had merely taken off his boots and dropped into the house out of curiosity. In summing up, Bowen said to the jury: "If you believe that the prisoner considers the house-tops the proper place for an evening stroll, and that the desire to inspect the inside of the houses was but a natural and excusable curiosity, you will acquit him and will approve his conduct in showing so much consideration as to take off his boots for fear of disturbing the sleepers." The irony was unmarked, the jury took him seriously, and acquitted the prisoner. He never tried the ironical vein again.

Singapore has declared Pontianak, in Dutch Borneo, infected with cholera.

A case of plague was reported in Singapore last week. The house in Market Street, where it occurred, was visited by plague several times before.

Dr. W. Cross has been sent by the United States to Hawaii to study the island's volcanoes—two of them among the largest in the world—and to look for minerals. He arrived in Honolulu by the *Coptic*.

The Netherlands barque *Krimpen A. D. Lok* was wrecked near the Fly River in British New Guinea, on a voyage from Newcastle, N.S.W., to Java with coal. The crew safely reached Sydney on the 15th August.

Yang Wei-pin, Chinese Consul at Honolulu, being accused of smuggling opium into Hawaii under his consular frank, and having also disatisfied some of the leading Chinese, it was expected last month that China would be requested to supersede him.

A notice in the Pavilion of the Singapore Cricket Club is to the effect that in consequence of so many of the Club's practice cricket bats having been injured by "wild logging," the Committee are considering the advisability of continuing the supply of bats for the purpose of practice at the nets.

The annual report of the Postmaster-General shows that the large total of £287,000 was found in letters undelivered during the past year. The undelivered letters totaled no less than 10,000,000, while the delivered missives amounted to 2,451,500,000, an average of 58.1 for each person in the United Kingdom.

The Rev. M. N. Trollope, of New College, Oxford, who has been appointed to succeed the late Rev. R. R. Dolling in the vicarage of St. Saviour's, Poplar, came out to Corea in 1890 as Bishop's chaplain and senior S.P.G.K. missionary. He has recently obtained Bishop Corfee's consent to his spending a period of some years in England.

The following from a Honolulu paper reads rather curiously:—"Prince Cupid arrived on the *Claudine* for a tour of the islands. His coming was preceded by letters to friends in which the Prince is said to have expressed his willingness to accept the nomination for Congress if offered him." The context shows that Cupid is a native noble, not the Roman deity.

Concluding its obituary notice on the late Mr. Alexander Michie, the *Times* says:—"His genial disposition and conversational powers secured him friends wherever he went, just as his enormous power of work and intellectual gifts gained for him the confidence and esteem of his employers. Literary style seemed born in him, so instinctively did it come to him, and though his criticisms of men and things were apt to be severe, they were never narrow or personal."

The official *Gazette* of French Indo-China gave the other day particulars of the curriculum of the native School of Medicine. A certain number of Siamese and Chinese, not French subjects or protégés, are eligible to be appointed bursars of this School. These pupils will be selected by the representatives of France in Siam and China, who will have to secure themselves that the candidates presented by them have a sufficient knowledge of the French language and are likely to profit by the course of studies in the School of Medicine.

By last reports, says the *Strait Times*, the kidnapped Rajah of Patani was enjoying good health, the rumors of his having been poisoned proving quite untrue. He is incarcerated at the town of Pitaneok, the capital of the Manthou province of the same name. Pitaneok is situated on the Menam River about 200 miles north of Bangkok. Owing to the current, and the twists and shallows in the river, and the difficulties of navigation, however, it takes about twenty days to travel there by steam-launch from the capital.

In the year 1901-02 Burma imported from Siam goods to the value of Rs. 13,424, and exported goods to Siam to the value of Rs. 1,77,940. Of the export to Siam rice represents a value of Rs. 1,31,819, and rice bran Rs. 8,620. This is the coast trade only and does not include the very much larger trade over the frontier. The rice, of course, goes down to the Peninsula. The trade is carried on chiefly by sailing craft. Twenty-four sailing vessels entered Burmese ports from Siam during the year, and ten cleared at Burmese ports for Siam.

## THE HONGKONG CORONATION CONTINGENT.

A London telegram, of date 2nd September, states that Lord Minto reviewed the Hongkong Coronation Contingent at Ottawa, with the United States Regiment of the National Guard.

## DARK TIMES AHEAD!

A correspondent writes to the following effect:—"Indications are not wanting that there is to be a second crop of *tiches* this year, the trees in the interior having again flowered. As a consequence, many wild rumors are in circulation, and pestilence, rebellion, and war are foretold. A parallel is pointed to in the case of the Taiping Rebellion, which was preceded by a double crop of *tiches*. Our correspondent concluded by saying that signs of the times point to a great rebellion in China, and that complications between Russia, France, England, and Japan are inevitable!"

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 16th September, 7.45 p.m.

## ANOTHER RUSSIAN RAILWAY SCHEME.

The Russian Ministry of Communications is considering the question of resuming the survey of the route for an extension of the Central Asian Railway from Tashkend, capital of Russian Turkestan, to Peking. It is stated that the surveys, begun three years ago, were abandoned owing to the state of the money market.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 16th September, 7.45 p.m.

## H.M.S. "TERRIBLE" AT PLYMOUTH.

H.M.S. *Terrible* arrived at Plymouth to-day and disembarked the invalids. She then proceeded to Portsmouth, where a public reception has been organised.

## REUTERS'S SERVICE.

LONDON, 15th September.

## AN AMBASSADOR RECALLED.

The French Ambassador to Russia, Comte de Montebello, has returned to Paris. At an interview he confirmed the statement that he had been recalled against his will.

## DUBLIN AND THE CRIMES ACT.

A meeting of 2,000 people held in Phoenix Park, Dublin, and presided over by the Lord Mayor, denounced the proclamation of the Crimes Act in that city. Messrs. Dillon and O'Brien made violent speeches against the Government.

LONDON, 15th September.

## THE TSAR AND THE PEASANT TROUBLES.

A deputation of peasants from six provincial Governments of South-west Russia assembled at Kursk by command of the Tsar. His Majesty, in addressing them, referred to the peasant trouble in the spring of the year, and said that such disturbances would not be allowed in future. He exhorted them to honest labour and thrift, recalling his father's time and coronation. He advised them to listen to their local nobility, and not to believe in nonsensical rumours.

## THE LOST "SEANG LEONG."

A Calcutta telegram, dated 2nd inst., reads as follows:—"Details regarding the lost *Seang Leong* state that a life buoy and a wooden box containing passengers' tickets, and bearing the steamer's name, and certain wreckage have been picked up in Sapat Channel by Chinese fishermen. Swatow is 114 miles from Amoy, her port of destination. Over 800 persons perished. 84 belong to Rangoon, the remainder the Singapore. The steamer was fully covered by insurance."

## SANITARY BOARD.

A meeting of the Board will be held this afternoon at 4.15.

## ORDERS OF THE DAY.—NIL.

- AGENDA.
- 1 Letter from the Colonial Veterinary Surgeon reporting the prevalence of rinderpest in the certain villages in New Territory.
  - 2 Application for House No. 8, Sutherland Street, to be registered as a fat-boiling establishment.
  - 3 Lime-washing Return for the fortnight ending Saturday, 13th September, 1902.
  - 4 Mortality Statistics for the weeks ending 30th August and 6th September, 1902.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## MACAO AND ARMS-SMUGGLING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 16th September.

SIR,—In your issue of the 7th ult. you published a letter from the Portuguese Consul-General in this Colony to the effect that the rumour which was then current that large quantities of arms had been imported into Macao for the interior of China was untrue and had no foundation whatever, as enquiries made by the Macao Government into the matter had failed to elicit any support of the said rumour. I do not know whether the public mind was satisfied after that, but the article, published in your issue of yesterday, under the heading of "Alleged Arms-Smuggling," seems to point to the fact that the rumour had some *raison d'être*, even if untrue. It also disposes of the belief entertained by some people that the rumour was circulated maliciously with the intention of getting the Macao authorities into trouble. Thanking you in anticipation for the insertion of these lines,—Yours, &c.

VERITAS.

## SUPREME COURT.

Wednesday, 17th September.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. MERRI  
GOODMAN (CHIEF JUSTICE).

LEUBA FREER & J. ULLMANN AND CO.  
This was a motion for an interim injunction to restrain the defendants from infringing the plaintiffs' trade-marks and from using devices which would pass off their watches as being the plaintiffs'. Mr. M. W. Slade, barrister-at-law (instructed by Mr. J. Hastings of Messrs. Deacon & Hastings, solicitors), appeared for the plaintiffs; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. C. D. Wilkinson of Messrs. Wilkinson & Grist, solicitors), appeared for the defendants.

Mr. Slade, in opening the case, stated that the plaintiffs, whose local agents are Messrs. Gaupp & Co., last year purchased from the firm of Messrs. Borot & Co. a series of trade-marks for a sum of £3,700. These trade-marks were in various forms but they all contained the Chinese words *Po-wai* and *Yee-nah*. The actual marks were of course of different dates, they having been brought into use at different times, but in the oldest form which was still in use the words *Po-wai* and *Yee-nah* were contained in fancy circular borders, and in these forms they had been in use in China for no less than 37 years—since 1815. The registry of these marks was made in the Swiss Courts in 1882 and it was then stated that they had been in use in China for 50 years. It was on evidence that these two names in connection with watches had acquired a very high reputation in China and had been known for a large number of years as the watches manufactured by the plaintiffs and their predecessors. It was also on evidence that plaintiff business had been falling off in consequence of cheap imitations of their watches being put on the market. Only very recently had the plaintiffs discovered, through the agents here in Hongkong, the sources—or one of the sources—of these cheap imitations, and accordingly they had taken these proceedings. With regard to the word *Po-wai*, they did not suggest that the defendants had put that name upon any watches. What they had done was sell watches exactly similar to the genuine *Po-wai* watches sold by the plaintiffs and cause to be placed on these watches a circular scalloped border in very close imitation of the *Po-wai* mark, but with the word *Po-wai* omitted. The result of that was that they sold these watches to Chinese dealers in Canton and elsewhere in China and the dealer was enabled to engrave upon the blank space left for him—purposely left for him—the characters *Po-wai*, and as soon as that was done you had an exact copy of the genuine *Po-wai* watch. With regard to the *Yee-nah* watches, it was admitted by the defendants that they used trade-marks with the name *Yee-nah*.

Mr. Sharp—We claim we have a right to do so.

Mr. Slade said that claim was of a very indefinite kind. "The title to the use of *Yee-nah* set in a scalloped circle was beyond all cavil or doubt the right of the plaintiffs. Mr. E. Kneebone of the defendant firm stated, in his affidavit that from information he had received from the manager of his firm's business in Shanghai, and he very believed, the name *Yee-nah* was registered by his firm in Switzerland many years ago, and that it had been agreed by the two firms not to raise any objection to common use of the mark *Yee-nah*. The plaintiffs held that they were solely entitled to the mark *Yee-nah* but were not at the present time in a position to prove it. They knew now that another firm, the Hasdecker Company, were using almost similar characters, pronounced *Yee-nah*. They learned that only two or three days ago. Even assuming that they had a right to use the word *Yee-nah*, it could not be suggested that the defendants had a right to use *Yee-nah* in the plaintiffs' trade-marks. He asked His Lordship to restrain the defendants from selling watches made up and marked with a mark in imitation of the plaintiffs' mark, a circular fancy border which enabled their customers to complete the forgery and produce an exact imitation of the *Po-wai* watches; also from using this colourable imitation of the scalloped circular border in which the characters *Yee-nah* were contained.

Mr. Sharp, K.C., in opening the debate for the defence, said the plaintiffs' right to use the characters *Po-wai* was unquestioned, but the defendants denied ever having used them. There had been a suggestion that some of the manufacturers in Switzerland who made some of their watches made the watch that had been put in by the other side fraudulently marked *Po-wai*; they denied that they marked it so or saw the watch marked *Po-wai*. That watch was bought not from them but from Hasdecker. As to the circular borders on the watches, they had a perfect right to make these circles. They claimed that they had a right by common law as well as by a Swiss law to make a mark, a circular fancy border which enabled their customers to complete the forgery and produce an exact imitation of the *Po-wai* watches; also from using this colourable imitation of the scalloped circular border in which the characters *Yee-nah* were contained.

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to any further. Possibly at the trial it might work out that the defendants would be able to show the average number of watches they would have sold and if it turned out that they had a right to the watches the plaintiffs would have to pay them damages; on the other hand, the injunction would be granted if it turned out that the plaintiffs were the prior watch, which he was very much inclined to think it was. He had had a large experience in connection with trade-marks in the Colony during the last 12 years, and recollected most distinctly the amount of dodging that went on. One firm, he remembered, applied for no less than 78 marks that brought things to a climax. It showed that there had been an idea abroad at one time that it was a good thing to have as many marks as possible, as they might come in useful some time. Mr. Sharp asked his Lordship whether it would not be allowed that the owner of a trade-mark, honestly made, was not liable for other people's dishonest use?

His Lordship said that hardly applied here. Supposing, for instance, that a man made a sauce similar in all respects to Lee & Perrins' and put it in a bottle with wrapper and everything complete, leaving a blank for the signature?

Mr. Sharp said that would be an infringement under the Lee & Perrins.

His Lordship remarked that the name would be the main thing in the trade-mark. Whoever it was who made the second watch deliberately copied the first, with the intention of enabling that article to be carried out. He thought the plaintiffs must have been the earlier one because the other side's was a cheaper watch. You did not find people making a better imitation.

Mr. Sharp said it might be that those watches were made by the same maker and that both had an equal right.

His Lordship stated that he was of opinion that the defendants should undertake not to sell or part with any watches of the pattern bearing the trade-mark similar to the *Po wasi* but minus the character *Po wasi*, also that they keep an account of the sales of watches bearing the mark *Ye-nah* with scalloped circular border. The question of costs would be deferred till the trial.

Parties acquiesced in this arrangement and it was agreed to draft an order and submit it to his Lordship in Chambers to-day for adjustment. The Court adjourned.

## POLICE COURT.

Wednesday, 17th September.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## UNFIT FOR HUMAN FOOD.

Kuan Yuen, comprador, 6, Cochran Street, was summoned by R. McEwen, inspector of markets, for exposing for sale 288 tins containing articles of food unfit for human consumption, and two bags of sugar in the same condition. The defendant pleaded not guilty.

His Worship examined one of the tins, and appeared to be convinced that the condition of the contents was not over-stated in the charge. The goods were ordered to be destroyed, and the case will come on for hearing on the 24th.

## ALLEGED EMBROIDERY.

Yau Siu and Tan Yau, respectively a forman carpenter and clerk employed by Mok Kong, contractor, 46, Queen's Road West, were each charged with embezzling \$524.40, the monies of their employer. They pleaded not guilty. From the evidence it transpired that the defendants, who were arrested on warrants by Sergeant Kerr, collected the money from Mr. G. B. Warren, building contractor, but failed to hand it over to Mok Kong, to whom it was owing by Mr. Warren for work done. The case was settled between the parties, and the charges were withdrawn.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

## ARMED ROBBERY.

A coolie was remanded on a charge of being concerned in an armed robbery at No. 6, Kau U Road, at six o'clock on Tuesday morning. Kau U Road is a street inhabited entirely by Chinese, and is reached from Queen's Road. At the time stated, three men, one of them since identified as the defendant, entered a woman's house there for the purpose of robbery. They threatened her with a chopper, and to still her cries struck her on the face with the flat side of the weapon, afterwards gagging her. This done, they ransacked the house and denuded with jewelry and clothing to the total value of \$58. The woman succeeded in freeing herself, and reported the case to the police. A watch was set on the Canton Road, and the defendant was pointed out by the robbed woman as he was making his way on board the *Hankow*. Since then the police have made two more arrests, and all three prisoners will be brought up on the 25th inst.

## A RICKSHA GRIEVANCE.

P. T. Chien, inspector of buildings, summoned a Kowloon ricksha-coolie for refusing legal hire. The complainant, who lives at 12, Salisbury Avenue, said that his "boy" to get a ricksha. The "boy" met the defendant, and told him his master wanted a ricksha, and that he was to come along. The defendant refused, and struck the "boy".

## CHARGE AGAINST INDIAN SOLDIERS.

Two Indian soldiers in the H.K.S.H.R.A. were charged by G. T. Liffon with trespassing on the grounds of the "Pagoda Bungalow," Kowloon, the residence of the complainant, for the purpose of committing a felony. A plea of not guilty was tendered by each of the accused. The complainant told the Magistrate that he found the men in his garden picking fruit, one perched on a fruit tree and the other standing at the foot of it. The defendants had no business there, as the grounds were private. The defendants said they were ignorant of the fact that they were trespassing, and when they realised their mistake offered to return the fruit to the complainant, who, however, detained them and sent for the police. A jemadar from the regiment went into the witness-box and testified to the good character of the accused, who were discharged with a caution, his Worship deeming it expedient that a notice in Hindustani should be exhibited at the bungalow intimating that the grounds were private and that trespassers would be prosecuted.

## LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *América* left for Manila on the 16th inst. at 9 a.m., and is due here to-day, a.m.  
The N.Y.K. steamer *Amikasa* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 16th inst. p.m., and is expected here on the 20th prox.  
The C.P.R. steamer *Empress of India* arrived at Vancouver at 6.30 p.m. on the 16th inst.  
The U.S.S. steamer *Achilles* left Singapore on the 17th inst. at daylight, for this port, and is due here on the 22nd inst.

## LATE TELEGRAMS.

NEWS VIA CRYLON.

## SOUTH AFRICAN AFFAIRS.

## TRANSVAAL TAXATION.

London, 1st September.  
Lord Milner has issued a proclamation, replacing the Kafir But Tax of one pound per annum by a poll tax on the male adults of two pounds. The tax becomes payable in January, and is expected to contribute largely to the solution of the labour problem.

## A GALLANT VOLUNTEER CORPS.

London, 3rd September.  
The Scottish Horse have had a great reception at Edinburgh prior to disembarkment. At a public luncheon in the Corn Exchange, Lord Balfour of Burleigh, Lieut.-General Sir Archibald Hunter, and the Duke of Atholl were the principal speakers, and they eulogised the deeds of the corps. Great enthusiasm prevailed. The order observed was perfect.

## FLOW OF EMIGRATION TO SOUTH AFRICA.

Calcutta, 3rd September.  
The London correspondent of the *Englishman*, telegraphing on the 2nd instant, states that there are indications of a steady flow of emigration to South Africa. The Union Castle line announces that nearly all the accommodation on the eleven steamers sailing this month is already engaged.

## COMPLIMENT TO R.A.M.C.

London, 2nd September.  
In order to mark his sense of the good work done by the Army Service Corps in South Africa, His Majesty the King has created a Colonel-in-Chief, appointing the Duke of Connaught thereto.

## THE INDEMNITY BILL.

London, 3rd September.  
The Cape Assembly has adopted a Progressive amendment to the Indemnity Bill asking for an extension of the powers of the Imperial Martial Law Commission. Sir Gordon Sprigg had previously announced that he had already communicated with the Imperial Government on the subject. Thus there is a probability of the Colonial Commission being dropped.

London, 4th September.  
The Cape Assembly has read for a third time the General Indemnity Bill.

## GENERAL CROON'S VIEWS.

London, 3rd September.  
General Croon is now at Klerksdorp, and has stated that he and his family have no grievance whatever to complain of during their detention in St. Helena. He also stated that he was satisfied with the peace terms, and confidently anticipated good relations between Boer and Briton.

## THE LABOUR PROBLEM.

London, 4th September.  
Sir James Hulett, an authority on the South African labour problem, and one of the largest employers of Indians in Natal, has been interviewed in London. He said he strongly deprecated the introduction of Chinese for the mines. Indians were free from many objections attaching to Chinamen. Natal owed its prosperity largely to its adoption of Indian labour, extension of the employment whereof would hasten the development of the new Colonies.

## FAR EASTERN AFFAIRS.

Calcutta, 4th September.  
The London correspondent of the *Indian Daily News*, telegraphing on the 3rd instant, states that a rough estimate of the Chinese expeditionary force, conveyed between India and China, adjustable through the Indian accounts during the current financial year, places the total just under one million sterling.

## GENERAL NEWS.

KING OF ITALY IN GERMANY.  
London, 31st August.  
King Emmanuel has left Potsdam. He was cordially bidden farewell at the station by the Kaiser and his two sons, and Count von Bulow. Their Majesties repeatedly embraced.

## TURKEY AGAINST RUSSIA.

London, 31st August.  
The Porte has refused Russia's request to allow four new unarmed torpedo-boats to pass through the Dardanelles, on the ground that it would be a breach of the Convention.

## SERIOUS STRIKE AT FLORENCE.

London, 31st August.  
Twenty-five out of thirty-eight traders at Florence have hitherto complied with the order for a general strike in sympathy with the metal workers. The lighting of the city is secured with difficulty. Troops are maintaining order.

Later.  
The tramwaymen in Florence have joined the strike. Strong reinforcements of troops have arrived.

## THE GERMAN MANOEUVRES.

London, 31st August.  
Generals Kelly-Kenny, French, and Ian Hamilton accompany Lord Roberts and Mr. St. John Brodrick to the German manoeuvres between September 9th and the 12th. The American Generals Corbin, Youg, and Wood are already in Berlin.

## PRESIDENT ROOSEVELT AND MONROE DOCTRINE.

Calcutta, 1st September.  
An *Englishman* special telegram from London, dated August 30th, states that President Roosevelt's references to the Monroe Doctrine, in his great speech at Augusta, are being largely disowned on the continent. The German Press takes the view that the American President has given England notice to quit her possessions in America. German (sic) journalists consider the speech equivalent to a declaration of war.

## THE SHAH'S VISIT.

Calcutta, 1st September.  
The Paris correspondent of the *London Observer* says that the Shah's visit to London was, politically, a failure. English statements were incompetent to grasp the importance of the event. Russian and German agents tried to prevent the visit.

## RUSSIA AND AFGHANISTAN.

London, 3rd September.  
The St. Petersburg *Bozorg Gosode*, a paper having close relations with the Finance Ministry, following the lead of the *Novoye Vremya* regarding Afghanistan, reports that Russia notified Great Britain, two years back, that the arrangement of 1873 was no longer maintainable; and adds that "a question, which is ripe for settlement and will not break delay, is the question of Russian diplomatic representation at Kabul. If Russian outposts have been pushed to the Afghan frontier, it is unreasonable that Kabul should remain inaccessible."

## GENERAL ELECTION NEXT YEAR.

Calcutta, 3rd September.  
The London correspondent of the *Indian Daily News* telegraphs that he is informed on high authority that it is probable that there will be a General Election next year. Amongst the reasons given for this appeal to the country is that the King wishes a new Parliament.

## THE PERSIAN GULF QUESTION.

London, 2nd September.  
The St. James's Gazette denies that a Russian port in the Persian Gulf would be a serious menace. The Russian fleet is already divided into three separate items: the co-operation of which is impossible. A Gulf squadron would simply be another hostage to fortune, which would be easily provided against pre-supposing that Bombay becomes, as it should, a first-class naval station, with Minaket as a secondary base.

## DISORDER IN IRELAND.

London, 2nd September.  
The Crimes Act has been extended to the whole of Connaught, and to the whole of Munster, except Kerry; also to the cities of Dublin and Limerick.

## FRANCE AND CANADA.

London, 2nd September.  
Ex-Premier Ribot presided at a banquet to Sir Wilfrid Laurier at Paris. He advocated improved commercial relations between the two countries. Sir Wilfrid Laurier appealed to French shipowners to bear a share of the cost of a direct service with France.

## THE MONROE DOCTRINE.

London, 2nd September.  
President Roosevelt in a speech delivered at Proctor, Vermont, said that the Monroe Doctrine was a doctrine of peace, and to secure the chance of the United States developing peacefully on its own lines; but that doctrine would be respected only as long as the United States had a first-class and efficient navy. He concluded: "It would be a shame to us if we asserted the doctrine, and if the assertion were called in question, we could only show that we had made an idle boast, and were unprepared to back words by deeds."

## PRINCE FRANCIS OF TECK.

London, 2nd September.  
Major His Serene Highness Prince Francis of Teck, K.C.V.O., D.S.O., has retired from the Service.

## THE KAISER'S DOINGS.

London, 3rd September.  
The Kaiser yesterday entered Posen, his visit to which town has been anticipated in Germany with some apprehension. The Kaiser's utterances on the Polish question. Despite a strong military display, his reception was friendly. Replying to the Burgomaster's address of welcome, the Kaiser made a mild speech, and said that he had ordered the abolition of the military round fortifications in order to permit an overcrowded city to extend its boundaries.

4th September.  
The Kaiser has reviewed 30,000 troops. Addressing the Governor of Warsaw, and the officers of the Kaiser's Russian regiment, who were invited to Posen, the Kaiser referred to the comradeship of arms and true friendship of the Russian and German Armies. He reiterated the same sentiments when proposing the health of the Tsar, at a banquet in the evening. Posen was generally illuminated in the evening.

## THE KING'S HOSPITAL FUND.

London, 3rd September.  
Lord Strathcona reports that Lord Mount Stephen has presented to the King's Hospital Fund an endowment producing £16,000 yearly.

## THE BLUE NIL.

London, 3rd September.  
Col. Harrington has gone to Rome in connection with Abyssinian affairs. Thence he proceeds to Abyssinia. He comes home next year via the Blue Nile, in order to test the navigability of the river.

## HOME CRICKET.

London, 3rd September.  
The match Gentlemen v. Players was drawn. The Australians have beaten eleven players of England at Haregate by an innings and 47 runs. Trumper made 127.

## GENERAL FRENCH.

Calcutta, 5th September.  
The London correspondent of the *Englishman*, telegraphing on the 4th instant, states that General Foch, in command of the First Army Corps on the 15th instant.

## THE IRISH QUESTION.

London, 5th September.  
The Nationalists propose to hold a demonstration in Phoenix Park on Sunday, to protest against the extension of the Crimes Act to Dublin. The Government is considering the advisability of prohibiting the demonstration. It is understood that the question of proclaiming the United League an illegal association is also under consideration of the Government.

## TANJONG PAGAR DOCK CO.

The half-yearly ordinary meeting of the Tanjong Pagar Dock Company was held at the town office, Collyer Quay, Singapore, yesterday at noon. The directors report for the half-year ended June 30th last notes that:—  
The net amount for the half-year available for distribution, after writing off \$30,000, standing as an advance to the head of Joo Acoor Dock and including the sum of \$201,208.26, brought forward from last account, is \$721.00.

The directors recommend the following disposition:—\$150,000 to be added to reserve for wharf extensions and developments, thus raising this special fund to \$750,000; \$15,000 to be added to the Insurance Fund of tugs, barges, lighters, launches, etc.; \$50,000 to reserve for Piers River Dock improvements and developments; \$10,000 as bonus to the European employees of the Company; dividend for the half-year of \$6 per share, with an added bonus of \$1 per share.

The adoption of these recommendations will leave a balance of \$237,000, which is suggested to carry forward.  
The total amount of the debenture issue is \$1,355,500. The fifteenth issue of debentures amounting to \$200,500, which fell due on 10th April, 1902, has been paid off.

A scheme for the development of the eastern section of the Company's property was decided on in March of this year at an estimated cost of \$1,000,000 and work upon this is in progress. The estimated period of completion is about two years.

Since last half-yearly meeting, the following changes on the board have taken place:—Messrs. C. A. Ranch and C. W. Laird resigned and Messrs. Paul Hunter and D. K. Somerville elected. Four directors regret to have to record the death on 10th April last, of Mr. George Butterfield, managing director of the Company.

They have also to express their great grief at the death, on 28th June last, at Brechin, of Mr. Thomas Scott, who for many years closely watched over the interests and successfully guided the course of this Company.

## REVIEWS.

Tommy Cornstalk. By J. H. M. ABBOTT.

London and Bombay, Longmans, Green & Co.  
Tommy Cornstalk is the Australian equivalent of our Tommy Atkins. The author, who is a late corporal in the First Australian Horse, describes his book as "being some account of the less notable feature of the South African War from the point of view of the Australian ranks." In the preface he feels constrained to offer an apology and an explanation for adding to the flood of war literature which has swept the market. Mr. Abbott, however, has no call to act the apologist, as every one must admit who reads his *Tommy Cornstalk*. And as a matter of fact there is truth in the author's contention that, notwithstanding the amount of literature which has been written round about him, the Australian soldier has not yet had his say. We would only add the comment that the Australian volunteers in South Africa ought to be happy in the possession of such a gifted writer as Mr. Abbott to be their mouthpiece.

The books written about the war have in all conscience been of varied complexion in their treatment of the subject and as regards the standpoint of the different writers, so much so that one might be pardoned for concluding that one was familiar with every aspect that it was possible for a writer to treat of; it is for that reason, perhaps, that one is at first struck with the pristine freshness which pervades Mr. Abbott's book and then carried away by the vigour and versatility of the writer. "As a soldier Tommy Cornstalk differs considerably from his cousin Tommy Atkins," may be taken as the text of Mr. Abbott's essay. It is the lesson drawn from that difference of training and method that he seeks to inculcate. Atkins in South Africa fought under conditions that were in a broad sense foreign to the style of warfare for which he had been laboriously prepared. Cornstalk found himself when on the field in much the same environment as his beloved Bush afforded and hence was able to give battle to the Boer on more equal terms than the regular, to meet with wild and pit his hardy frame, the shooting and splendid horsemanship successfully against those admirable attributes which went to make our foe in South Africa an irregular fighting force of such efficiency. Mr. Abbott's views and comments upon South Africa and all heres there are distinctly valuable and always interesting. For richness and fertility he considers the country to be a "good country"—better far even than the general run of Africaanders give it credit for being. The reader compares to a field that has lain fallow without getting a chance of showing what it can do. It is not unnatural that the next thing which should engage the attention of Cornstalk, after the country, is the individual equipment of cavalry on the march. His remarks are so terse and so much to the point that one is sorry for inability to quote them at length. In effect he plumps for the pack-horse. He says:—

"It is a fair estimate, and well within the mark, to assume that one pack horse could carry the more urgently required effects of four men—that is to say, one weight-carrier to each section. Not all the rations, and horse-feed, and other things which the man may require on a march of many weeks, but the things which he cannot do without at night, and hardly needs in the day-time, and which are only a hindrance to his marching and fighting ability. There would be then, instead of four, five horses in each section—four to carry men, and one to carry baggage. When cavalry are dismounted for skirmishing, one man of every four—the horse-holder, or number three—is out of action. It is not very much more difficult to look after five horses than four. In work where there is a probability of being under fire, such as scouting or reconnoitring, the pack-leader might be left behind. There would be fewer men in the line of scouts, but the men who were there would be lighter, able to travel farther and faster with their reduced equipment than they are at present, and possessed of considerably more dash—the great essential of a successful scout."

As for the general plan of the book, it is arranged in a sort of chronological order that brings the various exigencies of a soldier's life into natural sequence. The March, the Kopje, the Outpost, the Bivouac, the Battle, the Hospital—and so on. In describing his fortunes by flood and field, Mr. Abbott winds an entrancing pen. His sketches of various types met with on active service are keen as well as picturesque; his depictions of the lighter side of camp life most amusing. In its serious aspects, the book is eminently noteworthy, written as it is by a soldier whose mental view has not been cribbed by the influences of a regulation military training and who is prone to say what he thinks, untrammelled by disciplinary restraint. *Tommy Cornstalk* should be widely read. It is to be had at Messrs. Kelly & Walsh.

The *Wooing of Grey Eyes*; and *Other Stories*. By RICCARDO STEPHENS. London, John Murray.

This book of stories, of which the one with the above name is the most considerable, shows the author to be possessed of versatility and some degree of dramatic power. The *Wooing of Grey Eyes* is an attractive tale, inclining to the imaginative type, but having a pretty strand of love-making running through it. The wooer of "Grey Eyes" finds himself suddenly in the position of heir to an unexpected estate and on going to take possession of his birthright is confronted with the heroine and straightway falls in love with her. *Grey Eyes* is much the same fashion as a hero of modern romance on a certain notable occasion became enamoured of a lilac bonnet—or the wearer of it. Despite uncounted in parts, the story is, entertaining. Of the shorter sketches, *The Little General* and *Brummer Deas* are distinctly good, and there is not a dull one among them. Messrs. Kelly & Walsh have the book on sale.

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DEVELOPING AND PRINTING UNDERTAKEN. GOOD WORK. PROMPT RETURN.

Hongkong, 2nd September, 1902.

[884]

## THE NEW HEBRIDES.

The Territory of Weihaioi. By C. E. BAUCE. MITFORD. Published by Messrs. Kelly & Walsh, Ltd.

This is a most attractive little handbook, printed in clear type and well illustrated with pen and ink sketches and half-tone blocks, of the British possession in Shantung. The purpose of the author is that the book may serve as a descriptive guide and handbook of Weihaioi, and he has certainly produced a very handy and a very readable little volume which will prove most useful to those who visit the port. The aspect of Weihaioi has changed considerably since Admiral Ting fought his last fight under its hills, a description of which is recorded, as well as a concise and interesting account of the creation and progress of the 1st Chinese Regiment. The illustrations give an idea of the beauty of some of the local scenery, whilst the writer has divided the territory into five sections, each of which he fully describes. Various quotations are given in support of the author's own conclusions, as to the importance of its future as a northern naval station for the British fleet, whilst at the same time serving as a popular health resort for the Shanghai community. Under the administration of its new Commissioner it will no doubt develop commercially, though it cannot do so rapidly owing to its rivals north and south in Chefoo and Tientsin, and the not very promising Chinese territory adjoining.

## VERMOUTH.

There are in vermouth the essences of at least twelve aromatic plants and the alkaloids of thirteen, all more or less poisonous except when taken in weak infusions. The meadow sweet, so delightful to the olfactory sense, is used for its bouquet, and is rich in prussic acid. Its poisons, for it is a poison-magazine in the hands of the liquor-distiller, give rise to epileptic convulsions and spasms of the heart that may rapidly prove fatal. The studies made by Doctor Laborde of the effects of vermouth and bitters may be thus summarised. Drinkers of these intoxicants suffered from vertigo, trembling of the members, anorexia (loss of appetite), alcoholic dyspepsia, and epileptoid attacks. The worst attacks were due to the addition of winter-green essence and salicylates of methyl, which brought on tetanus. The ingredients in some bitters were calamus aromaticus, grey chinona, cardamom, aloes, and bitter orange. A bitter containing them is greatly imbibed in *petis terra* (liquorous) by workmen in the south-eastern districts of Paris, where vermouth first appeared. Pind-montes and Savoyards congregating in that part of the town and liking to favour their poor wines with the aromatic plants of their native mountains. A workman who drinks from twelve to fifteen or twenty *petis terra* a day of bitters with a basis of spirits, is very soon wrecked. The only basis used by manufacturers, because the only most sure to keep, is alcohol. It is also most grateful as a pick-me-up to a coarse or a spoilt palate, because, first, for the spirits and, secondly, for their soluble power, the alkaloids held in solution taste stronger than those that are scarcely dissolved. A few years ago servants of the Orleans Railway Company were suddenly stricken, as if by an epidemic, with paralysis of the legs, which, in spite of energetic treatment, disabled them for some time. When cured and again engaged in their habitual tasks, they relapsed. The source of the evil lay in bitters.

THE attention of the readers of this paper who are in want of a Typewriting Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

It is especially built, so that it will stand hard usage in this trying climate, and with a little attention will not rust nor deteriorate. It does excellent work, especially manifesting, and is always ready for use.

The SMITH PREMIER has an automatic type-cleaning device, whereby all the type is easily cleaned in one minute's time. No other machine has this equipment. It also possesses all the latest improvements that all other writing machines have, besides many others, which will be explained at the agent's office.

The SMITH PREMIER is used by all the Government Officials and Consulates throughout the world, also by most of the leading business houses, one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are Messrs. WM. MEYERINK & CO., of our place. [2485]

## "YEBISU."

THE FAMOUS

## JAPANESE BEER

OF

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## PLEASANT.

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## PALATABLE.

PER CASE OF 8 DOZEN PINTS . . \$15

## "YEBISU" BLACK BEER.

PER CASE OF 8 DOZEN PINTS . . \$16

## SOLE AGENTS—

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12, QUEEN'S ROAD.

[42]



## NOTICE.

A MEETING OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the JUDICIAL ROOM, at the Magistracy, at 2.15 P.M. on TUESDAY, the 23rd day of September, 1902, for the purpose of considering the following application:—  
From one DRUNJEEBHAY DORABJEE for a Publican's License to sell and retail intoxicating Liquors on the premises situate at No. 3, Des Voeux Road Central, under the sign of "King Edward Hotel."  
F. A. HAZELAND, Police Magistrate.

Magistracy, Hongkong, 9th September, 1902. [2478]

## HONGKONG CLUB.

## NOTICE.

THE SECOND HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on TUESDAY, the 30th September, 1902, will be drawn at the HONGKONG CLUB House, at 11 O'CLOCK A.M. on FRIDAY, the 19th September, 1902.

Bearers of Debentures are invited to attend the Drawing.  
C. H. GRACE, Secretary.  
Hongkong, 11th September, 1902. [2480]







HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

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Watches and Clocks by competent  
European experts at moderate rates.

## NOTICES OF FIRMS

## NOTICE

**I HAVE** This Day RESUMED my duties as  
Manager of Wm. POWELL, LIMITED.  
E. G. HICKFORD,  
Manager.  
Hongkong, 16th September, 1902. [2468]

## NOTICE

**CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.**  
**DURING** my temporary absence from the  
Colon, Mr. F. S. FULCHER will act  
as Secretary.  
By Order of the Board.  
W. H. RAY,  
Secretary.  
Hongkong, 17th September, 1902. [2478]

**THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.**  
**NOTICE**  
**FROM** This Date and during the Temporary  
Absence of the undersigned, Mr. C.  
PEMBERTON will act as SECRETARY of  
the Company.  
By Order of the Board.  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 16th September, 1902. [2469]

**THE VICTORIA DISPENSARY.**  
**NOTICE**  
**IS HEREBY GIVEN** that Mr.  
EDWARD LANGLEY has ceased to be  
connected with our business.  
Mr. SOUTHGATE KENT has been appointed  
our REPRESENTATIVE FOR THE HARBOUR  
AND SHIPPING BUSINESS, and all orders  
committed to his charge will receive immediate  
attention.  
**THE VICTORIA DISPENSARY,**  
J. R. CAPELL,  
Manager.  
Hongkong, 5th August, 1902. [2115]

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TELEPHONE, 292.  
Hongkong, 21st June, 1901. [1217]

**KING, HORN & CO.**  
COAL MERCHANTS & STEVEDORES.  
Sole Agents for  
KATSUNO COAL MINES.  
Will undertake the loading and discharging  
of Coal to and from steamers in Hongkong.  
Boats and Coolies are always ready.  
Nos. 15 & 17, LEE TUNG STREET WEST.  
Hongkong, 18th August, 1902. [2305]

**TSANG TAO & CO.**  
SAM YING HING  
COAL MERCHANTS.  
No. 45, DES VAUX ROAD CENTRAL.  
Telephone No. 320.  
Hongkong, 23rd September, 1901.

## INSURANCES

**"L'URBAINE"  
FIRE INSURANCE COMPANY, LD.**  
(Established 1838).

**THE** Undersigned, having been appointed  
GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at current rates.

**P. LEMAIRE & CO.**  
Hongkong, 7th February, 1901. [477]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.**  
OF AIX-LE-CHAPPEL.

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**REUTER, BRÜCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [118]

## PHENIX FIRE OFFICE

**THE** Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at current rates.

**DOUGLAS LAFRAIK & CO.,**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [128]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

**THE** Undersigned AGENTS of the above  
Company are PREPARED to ACCEPT FIRE  
Risks Foreign and Chinese Risks at current  
rates.

**SIEMSEN & CO.**  
Hongkong, 20th May, 1895. [27]

## THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**WM. MEYERINK & CO.,**  
Hongkong, 3rd June, 1902. [2376]

## SALAMANCA FIRE INSURANCE COMPANY

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**HCTZ, S. JACOB & CO.**  
Hongkong, 2nd April, 1900. [128]

## GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN AND  
CHINESE RISKS.

**HCTZ, S. JACOB & CO.**  
Hongkong, 1st September, 1902. [2327]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA

**INCORPORATED 1851.**  
Cash Security ... ..\$25,719  
Total Losses Paid ... ..\$3,769,240

## THE UNDERSIGNED, HAVING BEEN APPOINTED AGENTS FOR THE ABOVE COMPANY, ARE PREPARED TO ACCEPT RISKS AGAINST FIRE AT CURRENT RATES.

**WM. MEYERINK & CO.**  
Hongkong, 22nd July, 1902. [1427]

## THE NORTHERN ASSURANCE CO. ESTABLISHED 1850

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept First-  
class FOREIGN AND CHINESE RISKS against  
FIRE at current rates.

**TURNER & CO.,**  
Agents.  
Hongkong, 23rd August, 1902. [2263]

## SUN INSURANCE OFFICE, LONDON

**FOUNDED 1710.**  
**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
current rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th May, 1892. [12]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
current rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th November, 1872. [125]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

**TOTAL FUNDS AT 31st DECEMBER, 1901,**  
£15,722,093.

## I. AUTHORIZED CAPITAL, £2,000,000 0 0

**SUBSCRIBED CAPITAL, £250,000 0 0**  
**PAID-UP CAPITAL, £67,500 0 0**  
**II. FIRE FUNDS, £2,685,548 5 2**

**THE** Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
current rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 1st July, 1902. [1796]

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Hongkong, 2nd October, 1900. [64]

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5 per cent. discount on orders of 1,000 and over.  
Apply to—  
**WM. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong.  
Hongkong, 3rd July, 1902. [1839]

## COAL CONSUMPTION.

"Chief Engineer" contributes to the  
journal of the Royal United Service Institution  
an article on coal economy which possesses  
several features of general interest. The rela-  
tions between high speed and cruising speed,  
between normal coal consumption and radius of  
action, are points which must be studied with  
the greatest care, not only by engineers, but  
also by executive officers. The writer of the  
article referred to is evidently of opinion that  
coal is wasted in the British Navy, and it is  
possible that the restrictions he would impose  
might prove anything but popular amongst  
engineer officers already overworked and har-  
assed. So far, our chief engineers have virtually  
enjoyed a free hand in coal consumption. There  
has been no sort of stint, no real effort on the  
part of the Admiralty to question the right of  
an engineer to burn more coal than another.  
In our squadrons, it is true, the coal consump-  
tion of each ship is usually signalled once a  
week, and on Sunday mornings; but an outlay  
of an extra hundred tons, more or less, is  
seldom objected to by the Admiralty, unless in  
the rare instances when he finds himself in  
danger of running short of fuel when cruis-  
ing. "Chief Engineer" does well to point  
out that the radius of action of His Majesty's  
ships is much exaggerated in most of the  
publications upon which, critics usually rely.  
Brace's Annual, for example, is conspi-  
cuously inaccurate in this matter, and so, we  
learn, are all the naval hand-books. Compilers  
of these tables, says "Chief Engineer," take it  
for granted that half a ton of coal will propel a  
ship 10 knots at 10 knots speed, regardless of  
tonnage. Thus we find the cruisers *Medusa*  
and *Orlando* credited with the same radius of  
action, which assertion brings a smile to the lip  
of the expert. Again (we quote another  
instance), the *Archer* class of cruiser is usually  
credited with a radius of 7,000 miles at 10 knots  
speed. This is one of the most economical  
types of cruiser in our Navy, but, says "Chief  
Engineer," they only steam about 10 knots per  
ton of coal for all purposes, which would reduce  
the radius of action by nearly one-half. It is  
precisely this question of "all purposes" which is  
the crux of the matter. These auxiliary engines  
run away with far more coal than is generally  
supposed by executive officers. As the speed of a  
ship increases, there is a constant and slightly  
increasing drain upon the fuel for auxiliary  
purposes, which, in the course of a long  
passage, produces a marked effect, in some  
ships more than in others. The feed-water for  
the boilers is a serious item in the new  
cruisers, especially in those fitted  
with Belleville's; the steering engine is con-  
stantly in use; the electric light is worked day  
and night in many parts of a warship, and great  
indeed is the comfort derived from it. Then,  
too, there are ventilating fans to be worked,  
drinking water to be distilled, ash-hoists,  
ammunition-hoists, &c., to be worked by the  
auxiliary engines which tend to reduce the main  
of main labour. In ordinary times some  
of the auxiliary engines might, no doubt, be  
allowed to rest, and in war it seems very prob-  
able that the strictest economy in the matter  
of fuel may often have to be observed. "Chief  
Engineer" offers some very interesting, though  
highly technical suggestions, upon the relations  
between auxiliary consumption and cruising  
speeds. The modern third-class cruiser is  
designed for 7,000 horse-power, with a maximum  
speed of 20 knots, whilst the old-fashioned  
cruiser had about 3,500 horse-power and a speed  
of 18 knots. Under normal draught, these  
speeds fall to 18 and 15 knots respectively, and  
the horse-power to 5,000 and 3,500. The coal  
consumption, as regards the main engines,  
naturally tends to increase with the increase of  
horse-power; but one effect of this change is  
that a modern cruiser will have a higher econo-  
mical speed for cruising, which is an important  
matter for the purpose of commerce protection.  
Also, we learn, "the greater the tonnage of a  
cruiser, the higher should be her cruising speed,  
because the daily consumption of coal for  
purposes other than the driving of main engines  
of large cruisers is much larger in proportion  
to the power developed than in small ones." But  
against this it may be said that a cruiser of  
4,000 tons will be able to keep the sea, cruising  
at economical speed, much longer than a cruiser  
of 7,000 tons. If so, where is the advantage of  
greater tonnage, as regards consumption?

"Chief Engineer" proceeds to draw a valuable  
comparison between the coal consumption of  
two cruisers of the third-class over the whole  
period of commission. The modern cruiser,  
"P," was 4,906 hours under way, steamed  
48,014 knots at an average speed of 10 knots,  
and burnt during her commission 14,263 tons  
of coal. The older ship, "Q," steamed for  
5,449 hours, covered 51,244 knots at an average  
speed of 9.3 knots, and burnt only 8,032 tons of  
coal. The distance steamed, it will be noticed,  
differed by about 2,000 miles, but the  
difference in the coal consumption was enor-  
mous, and is accounted for in detail by "Chief  
Engineer" by the greater consumption of the  
modern ship in the use of her auxiliary  
engines. The modern cruiser we imagine to  
have been fitted with Belleville's, since she used  
5,024 tons of feed-water as compared with 1,634  
tons by the older ship. Without wearying our  
readers with a further mass of figures, it will  
suffice to say that "P" covered 3.4 knots for  
each ton of coal burnt for all purposes, as  
against 6.3 knots covered by the old ship, "Q."  
This difference is very remarkable, and deserves  
the attention of the members of the Boiler  
Committee. The enormous difference in the  
coal consumption of the vessels is termed "the  
price of speed," but the actual cruising speeds  
only differed by 7 of a knot, so that it appears  
impossible to justify the introduction of water-  
tube boilers as regards consumption of fuel.  
"Chief Engineer" seems to argue that the  
increase of consumption would be nearly as  
startling in the case of a modern cruiser fitted

with Scotch boilers and designed for large  
horse-power. The net gain is an increase of  
34 knots at full-power, obtained by the engin-  
eered outlay in coal, worth about £3,600 during a  
commission. It may be said that speed is  
worth any price, but this gives us a fair notion  
of what speed is actually costing us. We  
hazarded the opinion that cruiser "P" was prob-  
ably fitted with Belleville boilers, but "Chief  
Engineer" mentions at the tail end of his  
article that she was fitted with Express boilers,  
which type is a French adaptation of the large  
tube Thornycroft.

The comparison between the coal consump-  
tion of the two cruisers is not exact, although  
of great value and interest. The older ship  
was under steam for 500 hours longer than the  
modern cruiser, which tends to the disadvantage  
of the former. "Chief Engineer" shows the  
superiority of the modern cruiser in protection,  
speed, &c., but the relative loss of coal, he  
asserts, "should be almost, if not entirely,  
eliminated." How this is to be effected we are  
not clearly told, except that the proposal is  
made that to encourage economy an annual  
return should be issued by the Admiralty,  
somewhat similar to the prize-firing returns.  
The ships should be arranged on a tonnage  
basis in their several classes and coal consump-  
tion shown in a tabular statement designed to  
bring honour and glory to the thrifty and  
shame to the extravagant engineer. "Chief  
Engineer" is probably quite right in saying  
that the individual efforts of engineer officers  
to effect economy in coal consumption deserve  
more official recognition, for the matter, after  
all, is very important, and will be even more  
vital in time of war, when every delay for the  
purpose of refuelling may cost the country a  
number of merchant ships.—*Naval and Military  
Record.*

## MEN-OF-WAR LOST SINCE JANUARY, 1901.

The official list of men-of-war lost, which  
was recently published, was incomplete, so that  
an amended list, bringing the losses up to date  
may be of interest.

## Great Britain has lost—

1. The *Shylde*, second class-cruiser, which  
was driven ashore in Lumbert's Bay, January  
17th, 1901. Only one life was lost, and much  
gear was subsequently saved.

2. The *Viper*, torpedo-boat destroyer, fitted  
with Parson's steam turbines, which on  
August 3rd, 1901, ran on a rock off Alderney  
in a dense fog whilst engaged in the  
manoeuvres. No lives lost.

3. The *Cobra*, torpedo-boat destroyer, also  
fitted with Parson's turbines. All will  
remember how, on September 18th, 1901, this  
vessel, labouring in a rough sea near the  
Dowling Shoal, broke her back and foundered,  
with a loss of 67 lives. Of that number 44  
were officers and men of the Royal Navy; the  
rest were in the employ of the contractors.

4. The *Active*, coastguard sailing cruiser  
which was driven ashore on Granon Breakwater  
by the heavy gale of November 12th, 1901.  
Twenty of her crew were lost with her.

5. The *Flova*, also a coastguard sailing  
cruiser, was driven ashore at Kingston-by-the-  
same gale, but without loss of life.

6. The *Condor*, sloop, foundered with all  
hands when on a passage from Esquimaux to  
Honolulu. It is nearly certain that she was lost  
on or about December 3rd, 1901, at the very  
outset of her voyage. On March 17th, 1902, all  
hope was abandoned, and her books were closed.

China lost, on June 22nd this year, the third-  
class cruiser *Kai-Chi*, which was blown up in  
the Yangtze, near Nanking. Of a complement  
of about 150 only two were saved.

Denmark has lost the gunboat *Afion*, which  
was sunk off Copenhagen on September 3th,  
1901, by a gunnery accident. No one was on  
board at the time, as she was engaged on a  
dangerous experiment.

The Royal Niger Company has lost the  
*Empire*, a river gunboat, employed in the  
Niger. She ran aground in February, 1902,  
and could not be refloated. No lives were lost.

France has lost two torpedo-boats, viz.:—  
1. No. 91, which ran on a rock on March  
12th, 1901, and sank in deep water. The crew  
was saved.

2. No. 124, which was lost by collision during  
the manoeuvres off the Corsica coast, on  
September 17th, 1901. No lives were lost.

Germany has lost—  
1. The small cruiser *Wacht* which was lost by  
collision off Arkona on November 4th, 1901.  
The crew was saved.

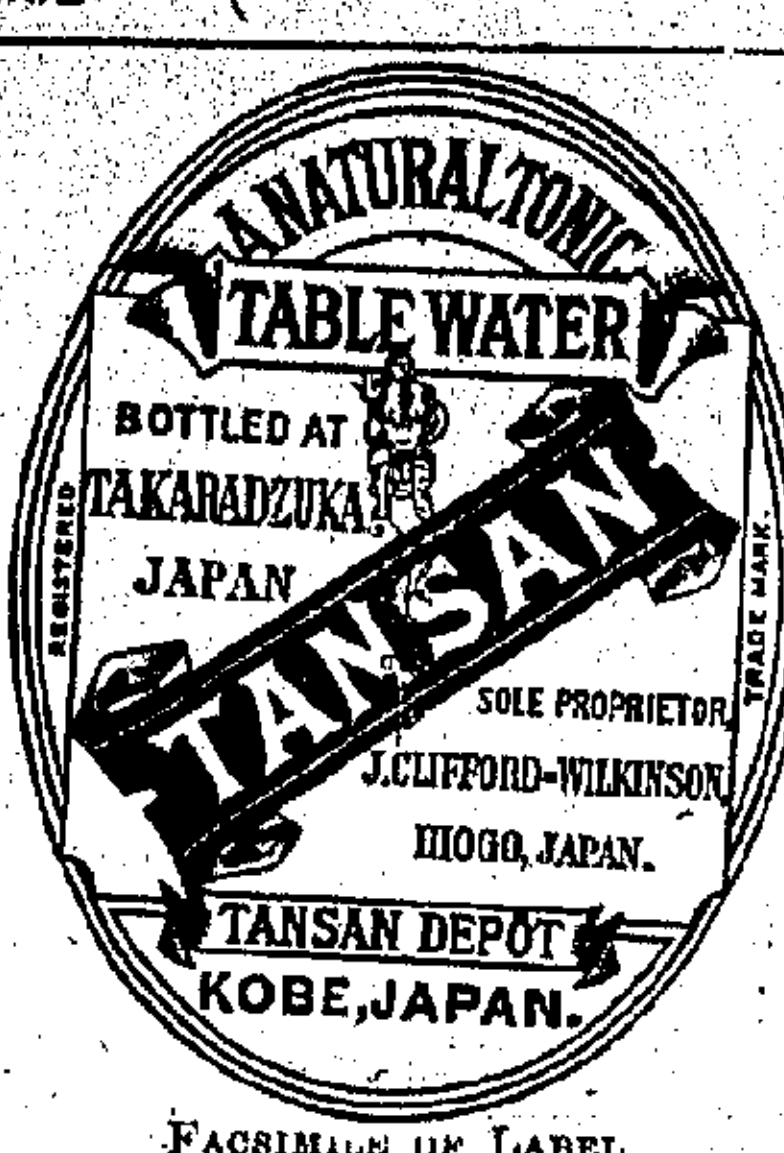
2. Torpedo-boat No. 42, lost recently, on June  
24th, 1902, off the mouth of the Elbe, by  
collision with a British steamer. Four lives  
were lost.

3. Torpedo-boat No. 76, which was lost, also  
by collision, in August, 1901. One life was lost.  
Japan has lost one torpedo-boat, which was  
sunk in a collision off Tsushima on June 25th,  
1901, during the manoeuvres.

Russia has lost only the cruiser *Vitiaz*, which  
was burnt on her slip at St. Petersburg on  
June 14th, 1901. The hull was not nearly  
completed at the time, but the destruction was  
so absolute that no attempt could be made to  
proceed with her construction.

Spain has lost the small gunboat *Condor*,  
which was destroyed off Vigo by a boiler ex-  
plosion on January 24th, 1902. Three lives  
were lost.

It will be noticed that the losses in the British  
Navy are all due to stress of weather, while in  
the German Navy they are all due to collisions.  
Not that British ships have been free from  
collisions; but they happily seem to have de-  
veloped the power of minimising the effects, as  
witness the saving of the *Salmon*, which was  
nearly cut in two. On the other hand, the  
German Navy has had at least one bad ground-  
ing accident, wherein disaster was only averted  
as the result of hard and determined work.  
There has been no monopoly of cause, but it  
is no chance that there has been a monopoly of  
effects.



**INFERIOR IMITATIONS**  
of this Water, bottled by unprincipled Japanese,  
are being constantly palmed off for  
THE GENUINE ARTICLE.

An impudent and fraudulent imitation of  
the genuine TANSAN is now on the market,  
bearing the name of YAMAGUCHI & CO.,  
Biogo. These imitations are unpalatable and  
in many cases positively dangerous.

The PUBLIC are cautioned to SEE that the  
LABEL BEARS THE NAME

OF THE  
SOLE PROPRIETOR:  
J. CLIFFORD-WILKINSON,  
KOBE, JAPAN. [2487]

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

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Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail  
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SOLE AGENTS for Hokoku, Honda Ichimaru, Kanada, Kishima, Yamada, Matsuyama, Onoura,  
Otsuji, Sasahara, Teikoku, Yoshitani, Yoshio, Yonokura, and other Coal  
N. INUZUKA, Manager, Hongkong.

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THE LATEST AND BEST WATER RAISER IN THE MARKET.

INDISPENSABLE TO CULTIVATORS FOR IRRIGATION.

It is Light in Weight.  
Easily Started and Worked.  
Clean in Working.  
Compact and very Portable.

SIMPLICITY ITSELF.

Pump will work on its bed-  
plate.

WHEN NOT REQUIRED  
FOR PUMPING, THE MOTOR  
CAN BE UTILISED TO DRIVE  
MACHINERY.

THE "INVINCIBLE" CENTRIFUGAL PUMP MAY ALSO BE DRIVEN BY STEAM ENGINE  
OR ELECTRIC MOTOR DIRECT, OR BY BELT; AND HAS A WORLD-WIDE REPUTATION FOR  
DRAINAGE, IRRIGATION AND MINING; ALSO FOR  
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**J. & H. GWYNNE, LD., ENGINEERS.**  
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EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

**CAPT. E. SHEPHERD,**  
NAUTICAL ADVISER, LICENSED  
PILOT, and SURVEYOR.  
Office:—BANKAI, WAT BANG KHANG,  
BANGKOK, SIAM. [2479]

**SMITH PREMIER  
TYPEWRITER.**  
MANY ADVANTAGES OVER ITS  
COMPETITORS.  
WM. MEYERINK & CO.,  
Sole Agents.  
Hongkong, 16th September, 1902. [2464]

**HONGKONG CRICKET CLUB.**

**THE ANNUAL GENERAL MEETING**  
will be held in the Pavilion on TUES-  
DAY, 23rd September, 1902, at 5.15 P.M.  
A. G. WARD,  
Hon. Secretary.  
Hongkong, 16th September, 1902. [2471]

**C. E. WALKER & CO.,**  
BUILDING CONTRACTORS,  
30, DES VAUX ROAD CENTRAL.

**ALL KINDS OF SANITARY APPLI-  
ANCES AND DRAINAGE ACCESS-  
ORIES Supplied and Fixed.**

**AGENTS FOR MOSAIC TILES.** 1810

**FOREIGN AND COLONIAL STAMP  
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No. 38, WYNDHAM STREET, HONGKONG.  
Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.  
Is also prepared to purchase used Postage  
Stamps in Large or Small Quantities for Cash.  
AGENTS WANTED.  
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## OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 22nd September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 18th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

FOR	STEAMERS	TO SAIL
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL direct (Hague)	"MACHAON"	On 20th October.

(Taking Cargo at London Rates)  
The S.S. "ACHILLES" left Singapore yesterday at daylight, and is due here on the 22nd inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th September, 1902. [11]

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAISOW"	On 19th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"RYSON"	On 2nd October.

The S.S. "KAISOW" left Singapore on the 14th inst. for this port and is due on the 19th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 16th September, 1902. [2402]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"SINGAN"	On 18th September.
FOOCHOW	"CHANGCHOW"	On 19th September.
SHANGHAI	"WANGPOA"	On 19th September.
MANILA	"SUNGKIANG"	On 22nd September.
TILOLO and CEBU	"KAIFONG"	On 28th September.
TIENTSIN	"NANCHANG"	On 27th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 29th September.
KOBE	"TAIYUAN"	On 4th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See special advertisement.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th September, 1902. [112]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE & YOKOHAMA FOR			PORTLAND, OREGON	
OPERATING IN CONNECTION WITH THE			OREGON RAILROAD & NAVIGATION CO.	
STEAMSHIP	TONS	CAPTAIN	HONGKONG.	
INDRAVELLI	4,899	W. C. Craven	October	24, 1902
INDRAPUHA	4,899	Hollingsworth	November	14, 1902
INDRASAMHA	5,137	R. P. Craven	December	14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 17th September, 1902. [41]

## OSAKA SHOSHEN KAISHA.

TAMSUI, VIA SWATOW AND AMOY	DAIGI MARU T. KITANO	SUNDAY, 21st September.
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU" T. OGATA	SUNDAY, 28th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU" I. GOTO	WEDNESDAY, 24th September.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU" T. SATO	WEDNESDAY, 1st October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 18th September, 1902.

T. ARIMA, Manager. [15]

## COMPAGNIE DES MESSAGERIES MARITIMES.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIU, YOKOHAMA, MANILA, CEBU, SINGAPORE, BATAVIA, PERSIAN GULF, CONTINENTAL AND BLACK SEA PORTS.	STEAMSHIP	TO SAIL
LONDON, HAVRE, BORDEAUX	"BENGAL"	On 30th September.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS", Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th September, 1902. [2]

## VESSELS ON THE BERTH THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamer "MANCHURIA," Captain Prabl, will be ready to load here on the 15th September for the above ports, and will have quick despatch.

For Freight or Passage, apply to

**MELCHERS & CO.,**  
Agents.

Hongkong, 9th September, 1902. [2313]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE DIRECT, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to East and South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"NIPPON," Captain Klausborg, will be despatched as above on FRIDAY, the 19th September, P.M.

For information as to Passage and Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 6th September, 1902. [13]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE," Captain Aubert, will be despatched for the above ports on MONDAY, the 22nd inst.

For Freight or Passage, apply to

**G. DE CHAMPEAUX,**  
Agent.

Hongkong, 16th September, 1902. [12]

## TOYO KISEN KAISHA. (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU," 3,876 Tons.

Captain Tate, will be despatched for MANILA on FRIDAY, the 26th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Prince's Buildings, Ice House Street, Hongkong, 8th September, 1902. [16]

## SHEWAN, TOMES AND CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON," Captain MacGregor, will be despatched for the above port on FRIDAY, the 26th inst., at 4 P.M.

For Freight, apply to

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 18th September, 1902. [2421]

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" ... leaves on 29th September

"TAIYUAN" ... " 24th October.

"TSINAN" ... " 15th November

"OSAKA" ... " 15th December.

Superior accommodation and ship. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE**  
AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 17th September, 1902. [1981]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"HUSON" ... About 5th October.

For Freight and other information, apply to

**STANDARD OIL COMPANY OF NEW YORK.**

Oriental Shipping Department, Agents.

Hongkong, 12th September, 1902. [2441]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with IMPROVED CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and other particulars, apply to

**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain G. S. Weicall, will be despatched as above on SATURDAY, the 20th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 16th September, 1902. [2476]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" ... About 20th Sept.

"HILGLEN" ... " 27th Sept.

"RICHMOND CASTLE" ... " 11th Oct.

"LOTHIAN" ... To follow.

"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to

**DODWELL & CO., LD.,**  
Agents.

Hongkong, 3rd September, 1902. [711]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's steamer line to Trieste.)

THE Company's Steamship

"TIROL," Captain Broffeld, will be despatched as above on FRIDAY, the 26th inst., P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.

Prince's Building, Hongkong, 11th September, 1902. [13]

## UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL (with Liberty to call at PHILIPPINE PORTS).

The following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANT" ... 30th Sept., 1902.

S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to

**JARDINE, MATHESON & CO.,**  
Agents, "Indra" Line, Ltd.

Hongkong, 11th September, 1902. [1280]

## STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW," 3,287 Tons Gross Register,

will be despatched for ODESSA via PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to—

**BRADLEY & CO.,**  
Agents.

Hongkong, 15th September, 1902. [2461]

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, AND ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILVIA," Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, 10-day, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 8 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 11th September, 1902. [2438]

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"VALETTA," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Roma.

From Australia, ex S.S. Australia.

From Persian Gulf, ex B. I. S. N. and J. B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. to-day, 13th inst.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 13th September, 1902. [1]

## NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH AND LONDON.

THE Steamship

"FLINTSHIRE," Captain E. J. Siddie, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 15th September, 1902. [2472]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 18th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1902. [11]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship



## THE WEATHER

[illegible]

## THE WEATHER

[illegible][illegible]

Gap Bank		21.93	F	1	b
Macao		21.94	88	ESE	1 b
Hailiping		21.98	82	SW	2 c
Manila		21.94	82	SW	2 c
Malacca	9 m				U o
Bacolod		21.94	80	SW	3 c
Davao		21.94	80	SE	3 c
Cebu		21.95	87	S	2 b
U. S. Justice	10 c				

On the 17th at 11:4 a.m.—The barometer has fallen much in Japan and over the Loocooon, and slightly along the Chinese coast.

The depression is moving Eastward in the Sea of Japan. Premium is still high over the China coast. Moderate NE breeze in the entrance channel and the N. part of the Chinese sea.

Forecast—A light SE breeze; fine.

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MEMPHIS, ALABAMA & MOBILE HARBORS, 17th Sept.  
 Barometer B.M., 21.92 Therm. 6 A.M. (Wet bulb) 78  
 Barometer B.M., 21.93 Therm. 3 P.M. (Wet bulb) 77

**Barometer** at Sea... 29.83 Therm. Air... (Wet bulb) 78  
**Thermom. S.E.**... 82 Therm. Maximum... .. 86  
**Thermom. F.W.**... 82 Therm. Minimum over  
**Thermom. H.V.C.**... 80 "Night"..... 83

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## HOING CHEONG & CO.

### TAILORS, DRAPERS AND OUTFITTERS.

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**ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.**

Clothing made to fit - perfection - Silk  
 Goods of all kinds. Chinese Grass Cloth and  
 Embroidery.

Address - Nos. 60 and 62, QUEEN'S ROAD  
 CENTRAL (South side)  
 Hongkong, 6th September, 1902. [233]

**G**LEBE & CO., Importers and Exporters  
of Foreign and Colonial POSTAGE  
STAMPS, 53, Peel Street, Hongkong, has  
just received for sale at their stall at Hongkong  
Post Corridor a large variety of nice Pictorial  
Post Card Albums, Pictorial Post Cards—  
Panoramas of Hongkong, Macao, Canton,  
Chinese Costumes, Views, &c., &c., in Photo-  
type and Coloured Colotype. Assortment of Postage  
Stamps of—London, Hongkong, Tientsin and  
other, Philatelic and other subjects.  
Customers—Correspondence wanted. Foreign  
orders promptly attended to. Cash with order  
or lat class reference.

**DIAMONDS & JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, HINGE, IVORY, WARE, CHINESE CLOCKS, AND CHINESE CLOCKS.**  
Wholesale and Retail, From my Warehouse, No. 38, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.)  
Hongkong, 2nd June 1902. | 135

**ON SALE**  
1902 1902 1902

**MAIL TABLES.**  
THE Card published at the Daily Press Office  
Contains —

English Mails, homeward and outward  
French  
German  
Canadian  
United States  
Barred Post  
Calendars for 1892.  
That is more information than is given on  
any printed in London for which fifty cents is  
charged. The price of the handsomely printed  
current card is 20 cents on paper, 30 cents on  
cardboard. Supplied only for cash by *Daily*  
Press Office or the Bookellers.  
Hongkong, 10th January, 1892.

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## TS WHISKIES

STILLERS SINCE 1670.  
WHISKIES AT

18500

00000	—	—	—	SW
00000	29.94	80	—	NE

C. S. Junior	104	1	1	1	1	1	1
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On the 17th at 11 A.M. - The barometer has fallen much in Japan and over the Loochoos, and slightly along the Chinese coast.

The depression is moving Eastwards in the Sea of Japan. Pressure is still high over the China coast. Moderate N.E. breeze in the Formosa channel and the N. part of the Chinese Sea.

Forecast: - Night 20th, breezy & fine.

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Messrs. FALCONER & SONS, 4, ROBINSON, 17th Sept.

Barometer 9 A.M.	30.92	Therm. 9 A.M.	(Wet bulb) 77
Barometer 1 P.M.	30.86	Therm. 1 P.M.	(Wet bulb) 77
Barometer 4 P.M.	30.83	Therm. 4 P.M.	(Wet bulb) 78
Thermom. 9 A.M.	83	Therm. Maximum	86
Thermom. 1 P.M.	85	Therm. Minimum	80
Thermom. 4 P.M.	86	Therm. Night	83

**HONG CHEONG & CO.**  
TAILORS, DRAPERS AND  
OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.  
Clothing made to fit to perfection. Silk

Goods of all kinds. Chinese Grass Cloth and Embroidery.  
Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side)

Hongkong, 6th September, 1902. [239]

**G** RACA & CO., Importers and Exporters  
of Foreign and Colonial **POSTAGE**  
STAMPS & CANCELS

SIAMSA, 33, Row Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton,

Chinese, Customs, Views, etc., in Phototype and Coloured Colotype. Assortment of Postage Stamp-Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondence wanted. Foreign

**CHEONG SHING**

**GENERAL EXPORTERS.**  
**DEALERS IN**  
**JEWELLERY, DIAMONDS, PEARLS,**  
**PRECIOUS STONES, SILKS, IVORY**

WARES, EMBROIDERY, AND  
CHINESE CURIOS  
Wholesale and Retail. Prices very moderate.  
No. 32, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. Gauff & Co.)

Hongkong, 2nd June, 1902. 135

ON SALE

1000 1000 1000

**MAIL TABLES.**  
THE Card published at the Daily Press Office

**1** Contains:—  
 English Mails, homeward and outward  
 French " " "  
 German " " "  
 Canadian " " "

United States Parcel Post Calendar for 1902  
That is more information than is given on  
one printed in London for which fifty cents is

charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Bookellers.  
Hongkong, 16th January, 1962.

**ITS WHISKIES.**  
DISTILLERS SINCE 1679.

... \$18.00
... \$19.00

**F. BLACKERAD & Co.**  
 LONDON  
 LONDON FOR THE CONTINENT, 15, Abchurch Lane, Thread-needle Street  
 LONDON O/Eos. 151, Fleet Street, E.C.

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

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